

**Amendments to the Specification:**

Please replace the paragraph on page 1, lines 4 through 5 with the following amended paragraph:

The invention ~~starts with~~ relates to an external rotor motor ~~in accordance with the pre-characterizing clause of Claim 1.~~

Please replace the paragraph on page 1, lines 6 through 12 with the following amended paragraph:

External rotor motors are used in motor vehicle construction in particular to drive fans allocated to the cooling system of the combustion motor and to drive blowers in air conditioning units, since the external rotor motor can be integrated into the hub of the fan wheel or blower wheel in a space-saving manner. The largely cap-shaped or pot-shaped rotor is put into bending vibrations during operation, which trigger resonant rises in the airborne sound emitted by the motor or an aggregate assembly (such as fan wheels and blower wheels) that is coupled to the motor.

Please replace the paragraph on page 1, lines 21 through 22 with the following amended paragraph:

Advantageous further developments and improvements of the external rotor motor ~~disclosed in Claim 1 are possible due to the measures listed in the additional claims.~~

Please replace the paragraph on page 1, lines 23 through 31 with the following amended paragraph:

In accordance with a preferred embodiment of the invention, the damper is embodied as a one- or two-piece damper cap, which, in the case of a pot-shaped embodied rotor, surrounds its pot jacket and/or at least partially covers its pot base. Because of this design of the damper, contact between the rotor and the damper or between the damper and the aggregate assembly coupled to the rotor can occur axially and/or radially and the damping effect can thereby be generated axially and/or radially. In this connection, the contact surfaces between the rotor and the damper are smooth or are provided with raised, rib-like or nub-like elements, which, as elastic tolerance compensation, can be used for initial tensioning as positive engagement or as an assembly aid.

Please replace the paragraph on page 2, lines 7 through 15 with the following amended paragraph:

In connection with an aggregate assembly that is to be driven, in particular a fan wheel or blower wheel, and according to an advantageous embodiment of the invention, the damper is manufactured as an individual part and is clamped between the rotor and the fan wheel hub or blower wheel hub. Because of the gap that is present at any rate between the fan hub or the blower hub and the rotor, which is filled by the damper, no additional construction space is required to accommodate the damper and, as a result, the installation volume for the fan does not change. The effective mechanism of the damper is composed of flexion damping, self-damping, internal damping (absorption) and joint location damping from friction at the contact surfaces or so-called external damping.

Please replace the paragraph on page 3, lines 26, through page 4, line 4, with the following amended paragraph:

As shown in Figs. 1 and 2, concentric annular rings 21 are embodied on the cap base 171. They are used for the same purpose of bracing as the axial ribs 20, but in this case vis-à-vis a to-be-driven aggregate assembly fastened to the rotor 13, whether this is a fan wheel 26 of a radiator fan or an air conditioner blower. This type of fan wheel 26 is depicted in a longitudinal section in Fig. 4. It has a hub 22 and a plurality of fan wheel blades 23, which project radially from the hub 22 offset by the same circumferential angle and are fastened at the blade tips to an outer ring 27. The hub 22 is slid onto the rotor 13 equipped with the damper 16 and non-rotatably fixed on the pot base 131 ~~a torque-proof manner~~ with screws 24, which are screwed into the threaded holes 25 incorporated into the pot base 131 of the rotor 13. The hub 22 and the rotor 13 have close contact via the concentric annular rings 21 so that the damper 16 generates a damping effect the axial direction. The axial ribs 20 press the cap edge 172 of the cap 17 radially at the hub 26 so that there is also close contact here and a damping effect is generated in the radial direction.